

# Phillips Phonograph.

DEVOTED PRINCIPALLY TO THE LOCAL INTERESTS OF NORTH FRANKLIN, ITS SUMMER RESORTS, MOUNTAINS AND LAKES.

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O. M. MOORE, EDITOR & PROPRIETOR.

## RAILWAYS;

THEIR BIRTH-PLACE, RISE & PROGRESS.

1630—1829—1881.

Broad and Narrow Gauges—7 and 2 Feet.

BY G. E. MANSFIELD.—III.

The Denver & Rio Grande Railroad organized in 1870, instead of 1881. The seating capacity of the passenger car was thirty-three, weight of car 1200 lbs. The flat and box cars had a capacity for six to eight tons, with a weight of 6000 to 8000 lbs.; were 24 feet long and 7 feet wide. The locomotives were the common American make, with a separate tender, weighing from 12 to 17 tons. Weight of the rail, 35 lbs. to the yard. The first spike was driven July 28th, 1871, and the road was opened to the public Oct. 27th following, the first division of sixteen miles having been completed at a cost of \$20,000 per mile. This road met with great success. Its projected line was over 1,500 miles long, and at the present time nearly 1,000 miles of it is in operation. The road ascends to the highest altitude of any road in the country and is worked as a grand trunk line. The weight of the locomotives has been increased to 40 tons, and the weight of cars increased with more width and carrying capacity.

After the opening of the Denver & Rio Grande road, narrow gauge roads were rapidly built in the western states. The people were thoroughly aroused to the importance of the cheaper system, so much so that many roads were hastily and cheaply built, regardless of the future workings of them.

A company was organized in Massachusetts, April 27th, 1873, to build a narrow gauge road from Worcester to Lake Quinsigamond, a distance of some three miles, named the Worcester & Shrewsbury R.R. It was constructed at a cost of \$11,000, and opened to the public July 31st, 1871. Its equipment was dummy engines—that is, an upright boiler on one end of the car on platform, the balance of the car being for the passengers. They were simply horse cars propelled by steam. This was the first railroad built in Massachusetts under the General Railroad Law, and the first three foot gauge in New England. At the present time seven narrow gauge roads are completed, the longest being 25

miles. One of these roads, the Bangor & Bucksport, was changed from the wide gauge, and only two of them carry any freight.

In the year 1873 was the commencement of the railroad panic which gave to the narrow gauge roads strength they would not have otherwise attained, and the people were ready to take hold of the system with a will, for railroads were in demand, but not at such enormous cost as had been in the past.

In the year 1875 another new departure in the railroad system came before the public, by the introduction of a railroad with a gauge of only ten inches, for the purpose of gaining attention, so as to place before the public the narrower gauge system with a gauge of two feet. This ten inch gauge railroad was built in the town of Hyde Park, Mass., eight miles from Boston. The length of the road was nearly one-third mile. It was completed in the month of August, 1875, and was opened for the carrying of passengers free, and carried some 4,000 persons who came from various places to visit it. The steepest grade was 612 feet to the mile, with an average grade of 280 feet.—The sharpest curves are 14, 25 and 43 feet radius. The longest straight line on the road was fifty feet. There was one bridge 60 feet long on a curve of 126 feet radius and grade of 317 feet. The weight of the cars was only 100 to 150 pounds, and carried more than six times their own weight and with a rate of speed of twenty-five miles per hour. The proprietor and builder was interviewed by a Boston Herald representative and by others a number of times, wishing to know what sort of a scheme he was trying to introduce, or if it was a mere plaything for children. After getting the road completed and in successful operation, the builder was ready for an interview and gave to the enquirer the full plan. Most people looked upon it as a fallacy.

The following extracts from the Boston Sunday Herald, of Oct. 24th, will give you a full idea of the interview.

"The history of narrow gauge seems to make a progressive era in railroading. The early broad gauge so expensive to build and keep in repair has really died out. But of late years it has been demonstrated that a much narrower gauge—say three feet—could be made to answer all the purposes of traffic of the present railroad system and at a very much reduced rate of cost. The narrower the gauge the less power is required to draw a load, the resistance decreasing in a certain ratio, until, if it were possible to operate such a contrivance, a car on single wheels running on a single rail would present the minimum of resistance to the force of propulsion. But it is not the present purpose to consider the narrow gauge as a system that will succeed the one now in vogue. On the contrary, leaving the present system of narrow gauge railway far in the rear and out of the question as a competitor, let us make still another step in advance and consider

the narrower gauge in the character of a feeder of the present trunk lines, whether broad or narrow gauge, so called. In other words, let us consider an altogether new departure in railroading. This new idea is not based on theory alone, but has received practical illustration of an extreme kind which admits of no doubt whatever of its feasibility. If there is not a mistake somewhere and the history of all human experience is not at fault, it is destined to accomplish such a revolution in the modes of transit throughout sections of the country where ordinary railways would never penetrate, as will supersede the use of the stage coach and the heavy country teams now used to haul the product of the farm and forest to stations for market. This new departure, this idea of narrow gauge railways, is the result of the thought and experience of Mr. Geo. E. Mansfield, a native of Walpole, N. H., but now a resident of Hyde Park, in this state where his advanced work has been carried out.

"Mr. Mansfield when a boy constructed a small railroad on his father's farm, on which the cars were propelled by gravitation, and during his whole life has had a passion for railroading which led him to inquire into and become familiar with all the details of construction and operation of railways. He has constructed near his own house at Summer Heights, in Hyde Park, a narrow gauge railway about a third of a mile in length. The road starts from the summit of a small hill just back of the Hazlewood station, on the Boston & Providence Railroad, and after winding round the hill by sharp curves, comes down through his back yard and by an apparently very dangerous curve shoots obliquely across one street, closely shaving a street corner where it runs over a small bridge and then across another street to the side near the railroad, and thence a short distance parallel with the latter. The ties or sleepers are composed of narrow strips of inch board about fifteen inches long, upon which are nailed (with small finish nails) rails made of soft wood, about an inch square and six inches apart. On these are nailed narrow strips of thin hoop-iron, and the whole affair is complete. The car used on this road is a platform, about three feet wide and seven feet long, and the diameter of the wheels is five inches. Here we have the narrowest gauge road in the world, whose capacity and performances, considering all things, are really wonderful. It would seem at first sight that the whole affair were a mere boy's plaything, and a dangerous one at that; but a test of its capacity would soon undeceive the proprietor of such hasty judgment.

"It would appear to begin with that the wheels of the car with their small flanges would be sure to jump the track at every curve; but by a peculiarity in the way of connecting them with the car, they follow the track in every wind and curve as surely as if they were eighteen inches in diameter and had a corresponding depth of flange.

"Then it would be doubted if the frail rails were strong enough to carry even one person without breaking; but here again we are at fault—seven men can get on and ride as safely as one. Very good; but such an affair cannot be made to go at any speed. Hold on! Don't be too fast. This car with its diminutive wheels has been made to run by the force of gravitation at the rate of twenty-five miles an hour around winds and curves nearly two-thirds its length. Such is the result of experience with the ten-inch gauge on the Summer Heights and Hazlewood Valley Railroad, the narrowest gauge in the world.

"During his experiments Mr. Mansfield has steadily held in view the prime object of utilizing the narrower gauge in a most comprehensive manner that shall be explained further along. He has visited nearly all the railroads and especially many of the narrow gauges and has maintained an extensive correspondence with railway men, machinists, iron-workers and contractors. He has inquired into prices and calculated to a nicety what engines, cars, rails, sleepers, etc., on such a road as he would construct would cost, until he has arrived at conclusions that would appear to be as surprising as they would be valuable when adopted. The ten-inch gauge was adopted by him in his experiments as an extreme narrow gauge, and therefore all the better to demonstrate the problem he was working out. His practical conclusion is that for all purposes to which his style of railway could be applied a gauge of two feet would be all-sufficient. A road of this kind could be operated for traffic with a twenty-five pound (to the yard) iron rail; freight cars with a capacity of six to eight tons, be made to weigh not over 2 1-2 tons; passenger cars that would comfortably seat thirty passengers with single seats on each side, the cars to weigh not much over four tons; and lastly, engines of from seven to twelve tons that would haul on a level from 300 to 600 tons, could be readily adapted to such a road and give the necessary speed needed. All the equipments could be built and operated at a surprisingly low cost and would transport freight and passengers at a good profit for at least one-half of what is now charged for that service by railroads.

"But this is not all: Mr. Mansfield's purpose is to replace every stage line on every country road and connect towns in every State one with another, and with the main lines of railways by means of this narrow gauge. It can be built so cheaply that it can be made to reach—by winding around hills—even to the highest settlements in the mountains.

"A few years ago the people of Billerica, Mass., desired a railway connection of their town with the main line of the Lowell road, only two miles distant, and started in town meeting to raise the necessary funds; but the amount was so large that it frightened many of the citizens and the project was killed by a majority against it. With the narrower gauge system,



however, a road from the town to the railway could be built and equipped with rolling stock for \$10,000. This is no guess-work, but can be demonstrated by facts and figures that will convince the most skeptical.

"Now here is a new departure indeed, for it contemplates moving not only passengers to and from the railroads, but freight of all kinds which has to be often dragged to and from the railway stations in the spring and fall when the roads are heavy and full of ruts. It is a well established fact in railroading that short branch lines seldom ever pay. But here is a method which multiplies the feeders of the main lines to an extent which we can as yet scarcely conjecture. By this means towns that are now in the background and steadily losing in population because of the lack of quick and easy means of reaching business centres, will once again become the seat of a growing population and be prepared to welcome the influx of that tide of population which has been setting toward the cities and manufacturing centres for the past quarter of a century. With the extra facilities which these narrow gauge feeders would afford to the more active populations of the future, all the towns in the State would be brought into suburban relations with the cities.

"But not alone in our older States would this new style of road find an eminent usefulness. In the level prairies and rolling lands of the West and South, where population and main lines of railway are more scattered than in New England, the narrower gauge that could be constructed and equipped at a cost of \$4,000 to \$5,000 a mile would not fail to find universal welcome and adoption. Even now the people in these sections are constructing and projecting lines of narrow gauge roads costing from \$10,000 to \$20,000 a mile. This shows that they realize their great want; but how much better it would be if they could accomplish the end they have in view at one-half the cost of the ordinary narrow gauge.

"This gives but a mere outline of the project which Mr. Mansfield has worked out to a demonstration by patient labor and intelligent perseverance. That it is feasible, few who look into the subject with candor will venture to deny. If it be feasible, what a vast and wonderful change in the general economy of human relations it is capable of bringing about."

The Bellows Falls Times said: "Mr. Mansfield, mentioned in the above, is doubtless remembered in this section. A native of Walpole, he lived in Westminster, Vt., till eighteen years of age, and the railroad spoken of as being built by him on his father's farm was made in 1852, where the road-bed and some of the stone work may still be seen, the farm now being owned by Mr. Farwell."

One of the prominent citizens of Billerica, on reading the above article, addressed me on the subject, asking if I would speak before the Farmers' Club of his town on the new system, as they were very anxious for railroad facilities direct with their village, which was situated on a high hill. I assented and visited them with the Boston Herald representative in the month of December, 1875. The hall was crowded and great enthusiasm manifested. They were in earnest for a railroad, and I told them they could have it if they meant business.

And here was the birthplace of the two foot gauge system in America.

Railroad meetings were held and arrangements made for a charter. A special act had to be secured from the legislature for the building of so narrow a gauge. This was secured and signed by Governor Rice April 6th, 1876. It only met with opposition in the legislature by those interested in the three foot gauge. Surveys were made immediately and a right of way secured free for the whole distance with the exception of half a mile. The location of the line was decided on, it being from Bedford to North Billerica, a distance of 8.5-8 miles, connecting at each end with the Boston & Lowell Railroad. The village of Billerica was only two miles from the B. & L. road and it shows the confidence of a people to try an experiment of more than four times the distance that it could have been built to test it. Where the road was built was the proper place for it and for the best interest of both

towns and southern Middlesex county, giving them a short line of connection with the city of Lowell.

Ground was broken for this road Sept. 6th, 1876, a large gathering being present. Nearly a mile of road was graded and the necessary stone-work done with funds of two gentlemen full of enterprise at South Billerica, where the work was done. The company was not organized and they run their risk as well as the land-owners. A year's time only was granted in which to build the road. It had now nearly expired and there was not yet enough stock subscribed to organize—the capital stock being \$50,000. The right of land given expired the following year, July 1st, 1877. An extension of one year longer was granted by the legislature of 1877, and the company was organized June 27th, same year. The right of way expired in four days after; but before this took place an extension of thirty days—or until August 31st—was granted by the land-owners, at expiration of which time trains must be running for the carrying of passengers and freight over the entire line. The work was pushed with rapidity in every department. Rails, ties and everything in readiness were at each end of the line, and as soon as the road-bed was ready, track-laying commenced, the last spike being driven August 29th, at 5.10 P. M. This was near the summit, in the village of Billerica. The only ceremony was the shaking of hands by both gangs of track-layers on connecting the last rails, and a loud hurrah. Then the locomotive Ariel, with platform cars loaded with men and boys proceeded to North Billerica. Capt. Charles A. Ranlett was President of the road. He had been a sea captain over 40 years, but had settled in Billerica and was a firm believer in the system. He could be seen among the crowd as the train proceeded, his white locks flowing in the breeze and his countenance gleaming with ambition as though he walked the deck of his gallant ship. The next April the old gentleman fell a victim to disease and his body was buried in the little cemetery near where the iron horse sped on.

August 15th the first locomotive "Ariel" arrived at Bedford. The next day it was fired up and at 6.15 p. m., I pulled the throttle and she sped away up the line with the grace of a queen. She was then placed in the hands of an able engineer of large experience on the broader gauge roads, and was immediately put on active duty. Sept. 3d the second engine "Puck" arrived. On the morning of Aug. 31st, 1877, was to commence the trial and test on an unballasted road-bed of the first two-foot gauge in America, for the carrying of passengers and to secure the right of way that had been given. It was a trying moment. The least failure would have been heralded through the country, for believers were few, and many would have been glad to have their prophecies prove true.

I had advertised four trains each way; fare, 25 cts. the round trip. The passenger cars had not arrived, so the flats had to be used, arranged as they sometimes are on fourth of July excursions. Every train was crowded, with no fear on account of the narrowness of the gauge, and still they pressed on until some of the cars contained 75 persons. The day passed on—not a jar, every train moving in readiness and making their time, not an accident occurring. No ceremony took place, but all was as quiet as that summer day, and when the sun sank behind the hills of the Concord valley, the day's work was done, the little road had accomplished its duties and demonstrated its future mission. You can imagine the relief to the various officers of the road, the builders of the locomotives and cars, and especially the projector of the system; for it had been a terrible strain upon them with this precious burden of human lives in hand, with such an experiment. Hocum Hosford, General Manager of the Boston & Lowell R. R., and Wm. Parker, Supt., with other officers; A. P. Blake, President Boston, Revere Beach & Lynn R. R. (three foot gauge,) and some of the Boston press were present during the day. The road, after being ballasted and finished, was opened to the public Nov. 29th following.

I will now give a sketch of the construction of the rolling stock of the road, which may be of interest to the readers of

this paper, as the same is now being used on the Sandy River Railroad, of this state. The locomotives are fitted over so as to burn wood instead of coal, the tender lengthened out two feet so as to carry more water and wood, a sand dome on top of boiler, a Hancock inspirator in place of Macks injector, pilot in front of smoke-stack instead of behind as on the B. & B. road. The engines were repainted and renamed "Dawn" and "Echo." The cars are the same with the exception of three flats which have been converted into box cars, one excursion car converted into a "caboose," and one new hand car added.

It was with great difficulty that builders could be found who would construct locomotives of two foot gauge. The best builders said it would be practical for only a mining or coal road with slow speed, and of course my dimensions and proportions and the manner of construction was ridiculous.

At last I called at the Hinkley Locomotive Works, Boston, and laid my scheme before the manager. He turned me over to the Superintendent, and after explaining to him he looked at me. I read his thoughts and he told me what they were after he became a convert, and they were, "You d—n fool! go home!" This was encouraging; nevertheless, they built the engines as I wanted them—giving them plenty of steam, with power, speed and steadiness of motion. The following are the principle dimensions of these engines:

Gauge of road, 2 ft.; diameter of cylinders, 8 in.; stroke of pistons, 12 in.; diameter of driving wheels, 30 in.; total wheel base, 13 ft.; driving wheel base, 3 ft. 6 in.; weight of engine with tender full fuel and water, 23,750 lbs.; weight on wheels, 14,350 lbs.; weight on truck of tender, 9,400 lbs.; capacity of tank, 400 gals.; inside diameter of front end of boiler, 30 in.; diameter of dome, 18 in.; length fire-box inside, 30 in.; width same, 27 3/4 in.; height same, 37 in.; water space, 2 1/2 in.; number tubes, 70; diameter, 1 3/4 in.; length, 6 ft. 7 in.; thickness iron plates in shell of boiler, 5 1/16 in.; thickness of steel plate sides and backs of fire-box, 1 1/4 in.; steel tube sheet, 3/8 in.; steel crown sheet, 1/4 in.; size of steam-ports, 6x2 1/4 in.; size of exhaust ports, 6x1 3/4 in. The driving wheel tires of steel, one pair flat or without any flange, 5 1/2 inches wide; one pair driving wheels with flanges, 5 in. wide; thickness of tires, 2 in.; diameter of wheel centres, 26 in.; size of journals, 4 inches in diameter by 4 inches long; tender truck frame wrought iron, forged solid, jaws cast iron; diameter of chilled cast iron truck wheels, 18 inches; truck axles, outside journal bearings, 5 in. long, by 2 5/8 in.; capacity of engines on level, 300 tons.

A feature worthy of notice in these engines is the width of fire-box. With the ordinary method of construction employed in this country it would be very much cramped in this class of engine. It is called a tank locomotive, embracing M. W. Forney's patent, the principle of which is to run the tank or tender ahead with the smoke-stack in the rear, as was done on the Billerica & Bedford road. The driving wheels are placed beyond the fire-box. The frames of the tank are abutted against the fire-box and attached to it with an expansion joint, so as to allow the boiler sufficient room for the movement which is due to expansion and contraction from heating and cooling. The engineer and fireman's position is between the tender truck and driving wheels, which is the steadiest part of the locomotive, and there is no liability of being jammed up by the tender coming in on to them, as is often the case with the ordinary locomotive and its separate tender in any accident. It also has advantages against derailling and clings to the track with a tenacity that is surprising, as the following writer in a noted daily paper mentions:

"These engines, with their weight near the track and the manner of their construction, ride as smoothly and as steadily as the best broad gauge engines. While the writer was on the 'Ariel' last evening, she passed a sharp curve of 18 degrees at the rate of 35 miles per hour, and it was a wonder what little motion was felt as the engine entered the curve."

As to economy, I run trains 90 miles each day at a cost of only 12 cts. per mile, which includes price of all help, fuel, oil

and waste; using less than 3-4 ton of coal. The weight of the train, including engine, was 23 1-2 tons; weight of cars, 11 1-2 tons, with seating capacity for 100 passengers. This number was carried on some trips over grades one of which was 158 feet to the mile for nearly a mile, and two others of 100 feet for half a mile, with numerous grades of from 40 to 90 feet

#### The New Bible.—Quick Work.

The new version of the New Testament, which has been so many years in course of translation and which is unquestionably the most important literary enterprise this century has seen, is being waited for with curiosity and anxiety by hundreds of thousands. It is not generally known that a first edition of 500,000 copies has already been manufactured in England, and 100,000 copies are said to be already in New York City, not one of them permitted to be sold. They are awaiting a telegram from the authorities in England authorizing their issue. The first copies can only be had at the extravagant price of \$10 per copy. The Literary Revolution proposes fully to meet the demands which its army of friends are making upon it by doing probably the quickest work in book-making which has ever yet been accomplished. Arrangements have been fully made to put the entire book into type inside of 24 hours from the time a printed copy of the English edition can be procured, and within three days at least 10,000 copies will be manufactured every day thereafter, until the demand is met. It will be printed in large, beautiful type, neatly and strongly bound in cloth, in a volume of about 500 pages, and sold at the nominal price of 30 cents. A fine edition in half Russia, gilt top, will be sold for 60 cents, and one in full Turkey morocco, gilt edges, for \$1.25. Of course, the popular demand will be enormous. Orders will be filled in the order in which they are received, with remittance. American Book Exchange, New York.

Orders will be received at and forwarded free from this office.

A writer in the Chronicle has the following to say regarding the proposed extension of the Narrow Gauge:

Now would it not be a good idea to extend this route from Phillips through to Coplin Pl., thence to Eustis, thence up the North Branch valley to Megantic Lake? The distance from Phillips to Megantic is not over 50 miles. Some may raise objection to the height of land, but there is no height to fear. A preliminary survey from Megantic to Kingfield was made by a Canadian engineer, two years ago. He pronounced this a very practicable route. Now Mr. Editor let us make a little estimation of the freight that would be brought on to Dead River. It is estimated that there will be 22 1-2 millions of timber hauled into Dead River this winter, and there are about 100 horses hauling supplies. There is surely that much freight to be left on Dead River. One train would be loaded with lumber every day. The freight from Canada I will not attempt to make any estimate of, for I have no chance of knowing. B. L. H. EUSTIS, Feb. 3, 1881.

"WAIT A LITTLE LONGER."—So we are told sometimes. Things will come out all right, people say, if we wait awhile. That don't do with disease. The longer you wait the worse it is. Its no use to plant corn in November. Do you "feel a little bad?" Strike the trouble right away. Dr. David Kenney's "Favorite Remedy" is what you want. It will at once relieve the bowels, stimulate the liver and cool your skin. Take One Dollar in your hand and stop at your Druggist's, or write to the Doctor at Rondout, N. Y. 2c25

I have taken D. R. V. G. with great benefit for general debility, and recommend it to all. Rev. D. W. Badle, Chaplain Penitentiary, Syracuse, N. Y. Guaranteed by all druggists.

WM. H. PULLEN, Fowlerville, Mich., says:—I have not rested better for months than I did last night. The "Only Long Pad" has helped me wonderfully.—See Ad.



## Farm & Household.

### The Coming Man Physically.

In Prof. C. W. Emerson's lecture on the "Coming man," delivered recently in Boston, before the Moral Educational Association, he gave this outline of his vision of the coming man physically: "We cannot hope that his physical development will be absolutely perfect, but he will be so far ahead of the present man that, could we see him in a vision, he would seem to us perfect, as indeed we ourselves would seem perfect to the people of ancient history. There must be great physical improvement in the future man, because all the hindrances of health are being taken away. We are getting interested in the well-being of our bodies, superstitions are vanishing, we have learned that pestilence and plague are the result of bad sewerage and filth, and that the remedy lies within our reach. Statistics bear out this theory that man is advancing toward physical perfection. There is greater longevity now than in the past, and men of seventy are now stronger than once men of sixty were. Physically, therefore, the coming man will be more robust. And by this is not meant more muscular, but possessing more vitality of the whole system. As man becomes more healthy, he will become less susceptible to bad habits and temptations. A perfect well man is never criminal. It is when the nerves are deranged by drink, evil habits or tobacco (for no man is perfectly well who has used tobacco for a single month) that temptation cannot be resisted and crime follows."—*Hall's Journal of Health.*

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The symptoms are moisture, like perspiration, intense itching, increased by scratching, very distressing, particularly at night, as if pin worms were crawling in and about the rectum; the private parts are sometimes affected; if allowed to continue very serious results may follow. "Dr. Swayne's All-Healing Ointment" is a pleasant sure cure. Also for Tetters, Itch, Salt Rheum, Scald Head, Erysipelas, Barbers' Itch, Blotches, all Scaly, Crusty, Cutaneous Eruptions. Price 50 cents. 3 boxes for \$1.25. Sent by mail to any address on receipt of price in currency, or three cent postage stamps. Prepared only by Dr. Swayne & Son, 330 North Sixth Street, Philadelphia, Pa., to whom letters should be addressed. Sold by all prominent druggists. 1y5

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# Rupture

**WESLEY PHILLIPS'S CASE.**  
DR. J. A. SHERMAN—Dear Sir: I am happy to inform you that I am entirely cured of my large scrotal rupture. It is one year ago to-day that I received your treatment. I have tested the cure by going without the appliance. My business is that of a locomotive engineer. My rupture, as you will recall to your mind was similar to Mr. Jordan's in your pamphlet of illustrations.

I was ruptured in the year 1863, while in the army. I have tried sewing and elastic trusses with great discomfort and injury, my rupture always swelling worse. Finding I must get some relief or give up my business, I determined to try you as a last resort, and I must say that I found your treatment a complete success. My improvement and cure have, considering my terrible condition, surprised my friends as well as myself. During your treatment I have worked hard in my business, enjoying both safety and comfort, and have not lost a day's work. My general health has also improved. I will take pleasure in recommending the afflicted to you whenever I have an opportunity.

You may publish this letter for the benefit of humanity. My address is 211 East 44-st. With best wishes I remain yours respectfully,  
**WESLEY PHILLIPS,**  
New York City, Oct. 25, 1880.

**ITS RELIEF AND CURE AS CERTAIN AS DAY FOLLOWS DAY.**

Since the reduction of Dr. Sherman's terms, thousands are crowding upon him for treatment, gladly throwing away their griping, irksome, dispiriting, and life-punishing trusses. His treatment for this affliction makes the patient comfortable and safe in the performance of every kind of exercise or labor. It is a grand thing, and those who are ruptured and do not provide themselves with it must endure the dangers through life. Thousands of those cured give the most flattering testimonials of gratitude to Dr. SHERMAN. He is the author and inventor of his popular system; he imparts his secret to no one; it is applicable to all classes and cases, and, under his reduced rate, within the reach of almost anyone.

Patients can receive treatment and leave for home the same day. Dr. SHERMAN'S Book on Rupture gives convincing proof from professional gentlemen and others of his successful treatment. It is illustrated with photograph pictures of bad cases before cure, and is sent to those who send 10 cents. Principal office 251 Broadway, N. Y. Branch office 43 Milk street, Boston. Days in New York—Monday, Tuesday, Saturday. In Boston—Wednesday, Thursday and Friday.

## Sandy River R. R.

On and after Monday, Oct. 25, 1880, trains will be run as follows:

Leave Phillips at 6.40 A M and 1.45 P M  
Strong 7.10 " " 2.40

Returning—  
Leave Farmington at 9.15 A M and 5.20 P M  
Strong at 10.05 " " 6.35

Arriving in Phillips at 6.35.  
J. L. WILBUR, Supt.  
Phillips, Oct. 18, 1880

## VEAL CALVES Wanted!

Farmers should bring their Veal Calves to me, and I will pay cash for them, or kill and sell on commission. **FRED E. JACOBS,**  
Mile Square, Avon. 20-38

## L. A. DASCOMB,

### PHYSICIAN & SURGEON,

PHILLIPS, MAINE.

Office and Residence with Mrs. Mary Sanborn, opposite Beal Block and Union church 3m42

## D. H. TOOTHAKER,

Dealer in

## DRY GOODS & GROCERIES.

5 Beal Block, Phillips, where  
Good Goods at Low Prices  
is the order of the day.

## New Shoe Shop.

Over the Post Office.

Mitchell & Berry,

### CUSTOM Boot & Shoe MAKERS!

Repairing Neatly Done, at  
Short Notice.

Work Warranted.  
**MITCHELL & BERRY.**  
Phillips, Jan. 15, 1881. 197f

## MASON & HAMLIN ORGANS

are now regularly made, from style 101 shown in the cut, the latest and smallest size, popularly known as the **BABY ORGAN**, at only \$22, to a large **CONCERT ORGAN** at \$90. TWENTY STYLES at from \$22 to \$150; FORTY STYLES at \$150 to \$500 and up; cash prices. Sold also for cash payments, from \$2 per quarter up. The **BABY ORGAN** is especially adapted to children, but will be found equally useful for adults, having fine quality of tone and power, and sufficient compass (three and a quarter octaves) for the full parts of hymn-tunes, anthems, songs and popular sacred and secular music generally.

MASON & HAMLIN ORGANS are certainly the **BEST IN THE WORLD**, having won HIGHEST AWARDS for demonstrated superiority at EVERY ONE of the GREAT WORLD'S EXHIBITIONS for FIFTY YEARS; being the only American organs which have been found worthy of such at any.

ILLUSTRATED CATALOGUES and PRICE LISTS, free. **MASON & HAMLIN ORGAN CO., 134 Tremont St., BOSTON; 46 East 14th St., Union Square, New York; 149 Wabash Ave., CHICAGO.**

## KINGSFORD'S OSWEGO PURE AND SILVER GLOSS STARCH



T. KINGSFORD & SON, OSWEGO, N. Y.

For the Laundry, is the best and most economical in the world. Is perfectly pure, free from Acids and other foreign substances that injure Linen. Is stronger than any other, requiring much less quantity in using. Is uniform, stiffens and finishes work always the same. Kingsford's Pulverized Corn Starch for Puddings, Blanc-Mange, Cake, &c., is pure and delicate. Preferable to Bermuda Arrowroot. When you ask for Kingsford's Oswego Starch, see that you get it, as inferior kinds are often substituted.

Sold by all first-class Grocers everywhere.  
**T. KINGSFORD & SON, Oswego, New York.**

## Town Business.

The Selectmen of Phillips will be in session on Saturday of each week, at the Law Office of James Morrison Jr., until further notice.  
**D. L. DENNISON,**  
JAMES MORRISON, JR.

35f

## Nice Job Work at this Office



# The "Phonograph."

Phillips, Franklin Co., Me.

Saturday, Feb. 26, 1881

O. M. MOORE, EDITOR & PROPRIETOR.

☞ Last week we announced:

"Capt. Howard's steamboat frame is being shipped to Augusta by rail. The roads across country are too boisterous for steamboating."

Curiously enough, the Kennebec Daily Journal, of the following Monday morning, had among its original local notices the following coincidence:

"Capt. Howard's steamboat frame is being shipped from Phillips to Augusta by rail. The roads across country are too boisterous for steamboating."

This was nothing uncommon; but, to our surprise, on perusing our down-river contemporary, Wednesday evening, we stumbled upon this, among its original notes, selections from the almanac and other exchanges:

"Capt. Howard's steamboat frame is being shipped from Phillips to Augusta by rail. The roads across country are too boisterous for steamboating."

Pirate printers are plenty.

☞ Regarding the recent death of Daniel Burnham, at Rangeley, we learn that he walked from his room to the sitting-room the day he died, and tried to put on his waistcoat and coat. He did not succeed, and sat down. Five minutes later, he was dead. He had, up to the day of his death, stoutly maintained that he was merely suffering from a severe cold, and would be all right in a day or two. He had requested that no prayers should be made when he might die; but he would like a band of music to escort him to the grave. The circumstances were against granting his wish in this latter respect. He was buried on a very cold day, with no friends but one to follow him to the grave—Mr. Joel Hinkley, who had sheltered him and saw him decently buried. People now living hold large sums of money, placed in their "care" by Mr. Burnham, and yet he is buried by charity.

☞ Nothing has struck Phillips, for years at least, which excites so much interest among our young folks especially as the coming 4th of March ball. In the first place, the popularity of those having the matter in charge gives the confidence and assurance to parties interested, to warrant a first class affair; and the arrangements, the music, the time, and knowledge that parties are coming from distant parts of the State, make it a foregone conclusion that—weather permitting—the occasion will be one long to be remembered in Phillips and Franklin county.

☞ The new bill for the Kennebec Central Railroad—narrow gauge extension—is before the House. The road must be completed before Dec. 1885.

☞ "Swan's down," significantly remarks the Rockland Courier. Did he feather his nest with it?

☞ An old toper says he takes nothing unless Deal Now has stamped on the bottle.

☞ T. B. Swan has been expelled from the House of Representatives.

## The Maine Dairyman's Association.

The meeting of this association occurred at Grange Hall, at the upper village, Wednesday and Thursday, as intended. President of the Association, J. R. Nelson, of Winthrop; Secretary, Dr. J. W. North, and S. L. Boardman, editor of the Home Farm, Augusta; O. S. Bliss, Secretary Vt. Association, and others from out of town were present. The first meeting occurred Wednesday afternoon and was largely attended. Joel Wilbur, Esq., in well-chosen words welcomed the Association to Phillips. The first paper was by Albert Pease, Esq., of "Grass Dale," Salem; subject, "Dairying." Our reporter did not arrive till Mr. Boardman began his paper on "Butter Packing."

He advocated neat and attractive manner of packing butter, as well as in arranging other farm products for the market. A good article may fail of getting a good price on account of unattractive packing. Some modes of packing affect the quality of butter. Oak and spruce for packages, without nails or screws are best. A tin case was shown with shallow pans enclosed, whereon butter balls wrapped in bleached cotton or paraffine paper, and the whole placed in a wooden case and sent to market. This or some thing similar is used by many who supply private parties. These people pay as high as 80 cts. per pound the year through. A little spruce box was recommended, dove-tailed together, in which butter may be packed solid, with cloth or paraffine paper; the butter is emptied by reversing the box. This is a handy package for small quantities to be sent by express.

Mr. Boardman spoke encouragingly of our railroad facilities and thought our farmers and dairymen should improve all opportunities afforded them in getting to market.

Mr. Bliss, of Vt., in continuing the subject, said return packages were not popular with the market. 60 pound packages were about the standard weight. The market has discarded oak packages as being unsafe—in favor of ash and spruce. Hemlock is used, but spruce is best. Know no better way to prepare tubs for butter than to scald out with brine. Could not approve of the practice of packing down butter. The demand is for the new, fresh article. It is worth more the first week than at any other time—as far as quality goes.

Mr. Boardman thought keeping June butter till fall was a humbug.

Albert Pease spoke of uniformity of butter packages, and of a contrivance of which he thought favorably.

George Hunter, of Strong, keeps his cellar at 60 degrees, and while churning, places chunks of ice in the churn as soon as the butter begins to come. This gives butter uniform color the year round. Packs butter solid and uses a worker.

Mr. Bliss did not favor placing butter in contact with ice; and also was opposed to butter workers; thought they injured the grain of butter. He said Boston papers hold that western butter outsells the eastern article. This was false. A neighbor of his sends the product of forty cows to Chicago, where he gets five cents per pound more than is paid in the Boston market for butter of any make.

In the evening, on account of the severe gale and cold, but few were present. President Nelson gave the method of packing butter in Winthrop, after which Mr. Bliss answered many questions and gave much valuable information, as well as pleasant stories; but no papers were read.

There was no meeting Thursday forenoon; but in spite of the intense cold and fierce wind, a good audience attended in the afternoon. Messrs. Bliss and Boardman were obliged to depart at noon, on account of the railroad being blockaded, and Major Dill called the meeting to order. President Nelson presented his paper upon the subject of "Dairying in Maine." It was an able

paper, well received and a lively discussion followed.

D. F. Hodges, of Phillips, read a paper on the "Relative Value of Cattle Feed," which we may be permitted to publish soon.

Dr. North followed, with an excellent paper upon the importance of care in tending cows, and regularity in milking. Both these latter papers were followed by discussions.

A vote of thanks was tendered the gentlemen from abroad, and an invitation given the association to meet here again next year, or when ever they would.

During the meeting, Major Dill urged upon the farmers the importance of the association, and invited all to join. The yearly fee is \$1.00, while \$5.00 entitles one to life membership. All parties engaged in dairying should encourage this association by their membership, for it will undoubtedly be the means of doing the business in Maine much good. We regret that the violent change in the weather so seriously hindered the progress and success of the meeting.

☞ John H. Kimball, Esq., of Bath, has been appointed Post-master at Indian Rock. This office is principally to accommodate the Oquossoc Angling Association; will not be likely to cost the country any more than it earns, and in four years from now, probably, no one will get much excited as to who shall be his successor. Let us congratulate Post-master Kimball, whose mission it shall be to distribute letters among the fish and bears roaming all around Indian Rock!

☞ The many friends of W. G. Ellis, of Gardiner, will miss his pleasant face the coming season. We copy from the Gardiner Reporter, the following:

Mr. Wm. C. Ellis, the pleasant operator in the W. U. Tel. office, in this city, has resigned his position and accepted one in the banking house of Messrs. Geo. W. Ballou & Co., 72 Devonshire street, Boston Mass. Mr. Ellis has been in the employ of the W. U. Co. for the past four years, and his departure will be greatly regretted by his numerous friends and acquaintances.

☞ In the new post route bill, recently passed Congress, we find the following of interest in this locality:

From Dixfield to Berry's Mills; Strong Railroad Station, via. Freeman Town House to Salem; Upton to Middle Dam, across Lake Umbagog; Upton Mills across Lake Umbagog and down Androscoggin River to Enrol dam.

☞ T. & R. Shannehan, of Portland, the original contractors for building the Sandy River Railroad, have failed and will settle in insolvency. Several parties along the line will lose by them.

The evaporated-apple factory at East Baldwin in this State, is reported to be in a prosperous condition. The factory is run day and night, a night crew being employed to begin work when the day crew stops. About 150 bushels of apples are used daily, for which from 20 to 30 cents per bushel is paid the farmers. The apples are pared, cored and sliced by machine, and are left in the shape of spiral rings, which are subsequently trimmed, and the stem and blow ends are cut across, leaving the slices in a semi-circular shape. These slices are placed on wire screens and subjected to nearly two hundred degrees of heat, becoming evaporated in about three hours. We hope to see the business of evaporating apples a success in this State. It opens a way for farmers to dispose of a part of their unmerchantable apples to better advantage than into cider. A small evaporator, sold at a reasonable price and adapted to use on the farm, would be a desirable acquisition on many farms where there are large quantities of fruit to dry.—*Lewiston Journal.*

## Letters from Absent Phillippians.

HOUSE OF REPRESENTATIVES, }  
Augusta, Feb. 22, '81. }

Mr. Editor.—I was absent visiting the Agricultural College and did not have an opportunity to see you on your recent visit to Augusta. A number of members who have seen your paper and heard so much about the Narrow Gauge were desirous of meeting you. I have been to Gardiner and Hallowell and talked with the business men of those places and in Augusta, and find them enthusiastic for the road.

There was recently an exhibition of the Portland school for deaf mutes, in the Representatives' hall, by Miss Ellen Barton, who has charge of the school. There were six pupils present—three boys and three girls. I was really proud of Henry Harden, of Phillips, he did so well. The examination was in reading, writing, grammar, geography, history and oral conversation. I told Miss Barton that Henry appeared as well as a college graduate.—He received the compliments of all. Miss B. is enthusiastic in her teaching. The hall was packed full, as this was the first exhibition of the kind.

There is a long examination of the Insane Hospital going on; will continue every afternoon until the evidence is all in. I have attended several sittings and it is my opinion the institution will stand better when they get through.

There is very much more business before the Legislature than we expected. It will take from two to three weeks longer to get through. B. T.

HUDSON, MASS., Feb. 1881.

A social party assembled at the residence of Mr. Harrison Smith, on Washington street, to celebrate that gentleman's sixty-first birthday. A baked-bean supper was provided which all discussed with a relish, especially W. H. Moulton, who was heard to express his appreciation of the same quite freely.

An easy chair, from the children; lamp from other relatives; silver cake-basket and butter-dish from W. F. Bridgman, and picture of the late Capt. F. Bridgman, by Mrs. B., were among the presents.

The presentation speech by W. F. Bridgman was full of meaning and earnestness and will be treasured by the recipients in years to come as they look upon the substantial mementoes which called forth his remarks.

After an hour or two spent in a social way the company dispersed, all agreeing that they had passed a pleasant evening. The party was a complete surprise to Mr. Smith. Com.

ARKANSAS CITY, KANS., Feb. 10, 1881.

Editor of the *Phonograph*.—Knowing many in Phillips would like to know of the whereabouts of Bert, George and Cid, I will say we are all ready and start in an hour for Arkansas, through the Indian Territory, for a drive of sheep. Our ponies are ready, revolvers buckled on, and one hundred rounds of cartridges in our belts. It will take us three months, when I hope to write you more at length.

Bert is so fat he can hardly see. The Howard boys and Farrar boys are well and doing a thriving business.

Shoot away, Narrow Gauge! No snow here; ground dry; sheep and cattle have hardly been fed this winter, except what they get themselves. Cid.

There is at present a bill before the legislature amending the statutes relating to unwholesome provisions and drink, so that it shall read as follows: "Whoever sells any diseased, corrupted or unwholesome provision for food or drink, knowing it to be such, without informing the buyer, or fraudulently adulterates for the purpose of sale, any substance intended for food, or any wine, spirits, or other liquors intended for drink, so as to render them injurious to health, shall be punished by imprisonment not more than five years, or by fine not exceeding one thousand dollars; and whoever knowingly sells or offers for sale as food, any veal killed before the calf was four weeks old, shall be punished by a fine of not more than twenty dollars, or by imprisonment not more than thirty days."



## Local Notes.

—Zero was in town Thursday.

—What, ho! the 4th of March approacheth!

—Observe a change in the card of Mr. Greenwood, the jeweler.

—Capt. Howard's family occupies the Warren house, on the east side.

—Samuel Farmer has the contract for carrying mail between Phillips and Rangeley.

—Rev. Mr. Woodcock now occupies his new residence, on the east side, near the line bridge.

—The Ladies' Aid meets with Mrs. N. E. Vining, Saturday evening of this week. All are invited.

—Parties are coming from Augusta, and various other parts of the State, to attend the 4th of March ball.

—If some of our patrons get their papers late—or early next week—it will be on account of the snow blockade.

—The telegraph office will be removed next week to the Jewelry store of Mr. A. M. Greenwood, who will be operator.

—The North Franklin Agricultural Society meets for annual choice of officers at the town house, Phillips, next Wednesday.

—The "blizzard" of Thursday rather destroyed the "grain" of the butter-makers' convention. It was very unfortunate.

—Mr. Nat. Wilbur has an honest hen. While eggs are eggs, and high, she lays fruit measuring 7-8 by 6-1-4, without eggsageration.

—The friends of Rev. C. E. Woodcock will make him a donation visit on the evening of Thursday of next week, March 3d, at his residence on the east side.

—The S. R. R. Co. publish a call to-day for the next annual meeting, which occurs Wednesday, March 16th. The printed reports will not be issued till that date.

—We need not anticipate much of a freshet in the Spring, if the snow continues to blow off out of the county, as has been the case with most of the large amount already fallen!

—A new station building has recently been erected at South Strong, by Mr. Geo. McLeary and sons, and Ed. McL. has been appointed to the responsible position of "station agent."

—The school report will not be published in the PHONO. this year. It should properly be published with the Selectmen's and Treasurer's reports, that it might be placed in the hands of every voter.

—Hayden has just added to his goods the largest stock of paper hangings ever in Phillips. They are all new styles, and some of them very rich. He has also a fine assortment of curtains and fixtures, as will be seen by referring to his advertisement.

—The fire last week at Madrid Centre, destroyed the saw mill of A. M. Reed, with some 70,000 shingles, most of them belonging to Pickard & Wing. Mr. Reed's loss is said to be about \$1,000, with no insurance. We learn that he proposes to build again.

—Somebody's canine tried to out-run a locomotive on the N. G., Wednesday afternoon, on the up trip. He took the track near the "trotting park," and ran into a trestle, where the engine and car passed over him, probably somewhat disfiguring his countenance.

—Some of those who attended the butter convention of Thursday might have been most essentially churned on their journey over drifts and against the piercing winds, but for the fact that the cream of the thing was down to zero, and far below the proper point for butter.

—The Farmington Pinafore Company, assisted by Stockbridge and Paine, of Portland, at Drummond Hall, Farmington, Wednesday and Thursday evening, of next week. They will undoubtedly receive a full house, and deserve it. A special car will bring Phillips folks home after the opera, Thursday.

—We neglected to state last week that we were not overlooked St. Valentine's Day. Not at all! Two reminders arrived, all the way from Lowell, Mass. One bore the face of an "intelligent" looking compositor, while the other showed a lank-looking editor eagerly perusing flashy papers. The former we hung on the wall, while the latter is labelled "wrong office," and laid away.

—Tuesday was a beautiful day, and sleigh-riders enjoyed it. But it proved the calm before the storm, for Tuesday night and Wednesday a few inches of snow fell, and the merry piping winds blew it where it listeth Wednesday night and Thursday, blocking the roads for the ninety-ninth time since the new year came in. Mother Shipton might as well have it this year, and be blowed! She predicts warmer weather for some of us, at least.

—The school in district No. 8, in this town, closed Friday, the 18th inst., after a term of ten weeks. It has been under the instruction of Miss Carrie V. Hodges. The whole number of scholars attending was fourteen. Eight of these were neither absent nor tardy during the term. Their names are as follows: Lura A. Partridge, Rose A. Sprague, Lottie R. Sprague, Fred A. Wright, Fred H. Mitchell, Sherman I. Mitchell, Daniel McLaughlin and Edgar McLaughlin.

—There was a narrow escape from a frightful accident, at Farmington, a few days since. The next youngest son of Postmaster Merrill was standing upon, or crossing the track of the Maine Central, as the train was backing or switching in. His foot was caught between the rails in such a manner as to hold him securely. Some young friends endeavored to release him, but to no purpose. Through the alertness of Mr. Tarr, brakeman, the train was stopped just in season to prevent the frightful consequences, with but a few feet to spare.

—At the Good Templars' Lodge, last Tuesday evening, a pleasant programme of entertainment was carried out, consisting of songs by Misses Imo and Eva Butterfield, declamation by Milford French, and an excellent paper, edited by E. N. Carver and read by Miss L. N. Brackett. Some of the selections were meritorious, as was the leading editorial. In fact the editorial was an able article on the subject of temperance and the object of the order. A committee have under consideration the subject of monthly social meetings, and occasional public temperance meetings.

—No trains were running on the Narrow Gauge, Thursday, on account of the heavy storm and wind. The road was blocked Wednesday night and the wind raged fiercely all day Thursday, making it useless to attempt to start the trains till the snow ceased drifting. Men could not be induced to shovel snow in the cutting wind; but Friday morning, as the wind had ceased, men were set to work all along the line, and the locomotives with the plow went to work with a will. They will do well if they reach Farmington before night. It is also doubtful if connections are made Saturday. The road is blocked full more than in the last great storm, but the snow is not drifted quite so solidly. Present indications (Friday noon) are that another storm follows close in the wake of the last. But the Narrow Gauge is "game," and "while there's life, there's hopes." At noon the cars had reached Strong.

—The names of scholars not absent one half day from the Primary school, in district No. 3, Phillips, during the term just closed, are as follows: Mabel Chandler, Eugenie and Lura Aldrich, Gertrude Fuller, Clara Hinkley, Stella Harden, Flora Bangs, Fred Bangs, Bertie Harden, Victor Sawyer and Fred Leavitt. Those absent one day: Nellie Guild and Andrew Aldrich. One day and a half: Sammie Beal. Two days: Mabel McKenney, George Thompson, Ulysses Wormell, Sherman Whitney, Ellery Adams, Charlie Perry and Oscar Aldrich. Three days: Izettie Harden, Bertha Williams, Amy Wertz, Mason Parker, Daniel Quimby, Arthur Beedy, Arthur Graffam and Prince Sawyer. Several did not enter until the second week, among whom are Albert Pratt and Fred Burns, who were not absent after entering, and Daniel Smith, who was not absent only

one-half day, Lue Beal, Lillie Hinkley, and some others, that rank among the best for punctuality and studiousness, were obliged to be absent on account of sickness. Clara Hinkley, a little girl of five years, received the greatest number of merits—two each day. Whole number of scholars in attendance, fifty-two; average number, forty-five.

IMO L. BUTTERFIELD, Teacher.

### RANGELEY.—BY NIX.

Capt. Barker will run a daily steamer to the head of navigation on the Cuscutuc, to accommodate the Parmachenee travel. This is becoming the popular route, via. Sandy River Railroad and Rangeley, for reaching these waters, the distance being only five miles to be accomplished by pedestrianism.

We understand Mr. Richardson will endeavor to have a mail route and post-office established at his house, Haines Landing. It would be a great convenience and is in fact a necessity.

The old Rangeley dam, at the outlet of Rangeley Lake, will be built this season, and on its completion the steamer will land there, making the distance much shorter on the carries.

The petitioners for closing the streams against fishing after July 1st are summoned to Augusta to tell the law-makers what they know about fishing.

We notice that John H. Kimball, Esq., has been appointed postmaster at Indian Rock.

H. T. Kimball will resume his old quarters at the Mt. View the first of March.

### CARTHAGE.—BY WILL.

The grist mill has proved itself capable of doing as good business as can be done anywhere near here. It is run by W. I. White.

The crown wheel of Mr. Getchell's box mill broke on the 16th inst. It was new last spring.

A prominent Lewiston firm, which did a business of \$60,000 last year, is corresponding with a house in Liverpool, England, relative to undertaking the business of shipping apples, and produce of various kinds, from this point to Liverpool direct, by way of Portland, without allowing the goods to pass through second and third hands, as all Maine apples now do. There is no fruit that brings such a good price for foreign shipment as Maine Baldwins, and the Lewiston firm's London correspondents propose to take care of all such fruit that Lewiston can buy and ship. Maine Baldwins are now worth \$4 per barrel in Liverpool. Next winter, the Lewiston firm proposes to put \$10,000 capital into the business, employ suitable accommodations, and buy apples on a large scale as they can for shipment, and occasionally ship other produce. With the large apple-yielding territory with which Lewiston is in direct communication, we see no reason why the firm cannot do a business extensive enough to be profitable. The enterprise, if carried out, will be greatly beneficial, not only to Lewiston, but to Maine orchardists, who will get an increased price for their apples, on account of the saving of middlemen's profits. We hope to see the enterprise successfully started, next winter.—Lewiston Journal.

The funeral of Hon. Fernando Wood took place Saturday afternoon from his late residence in Washington. It was largely attended. Nearly all the members of Congress (both houses having adjourned to enable members to do so) and many prominent government officials were present. The services were conducted by Dr. Paret. They were the regular services of the Episcopal church. The pall bearers were Senators Thurman and Bayard, Speaker Randall and Representatives Morton and Loring. The remains left Washington at 10 o'clock for New York.

COMPLICATION.—If the thousands that now have their rest and comfort destroyed by complication of liver and kidney complaint would give nature's remedy, Kidney-Wort, a trial they would be speedily cured. It acts on both organs at the same time and therefore completely fills the bill for a perfect remedy. If you have a lame back and disordered kidneys use it at once. Don't neglect them.—Mirror and Farmer.

FORGETFULNESS OF PEOPLE.—We would not, by enticing headings and other devices lead you into reading of the virtues possessed by Pierce's Celebrated Medicines were it not that we are aware of the forgetfulness of people, and that must be our excuse, dear reader, for again telling you that Dr. Pierce's Golden Medical Discovery is without an equal as a blood-purifier. It cures all humors from the common blotch, pimple, or eruption, to the worst scrofula, fever sore or ulcer. Dr. Pierce's Pellets are a pleasant but efficient cathartic. Sold by druggists. ST. CLOUD HOUSE, Chicago Ill., Jan. 20, 1879. Hon. R. V. Pierce, M. D.: Dear Sir.—I have been using your Golden Medical Discovery and Pellets for liver complaint and general debility. It is impossible to express the gratitude I feel. It is simply wonderful the effect your medicines have had upon me. I am in every way a thousand per cent. better. I am, yours gratefully, J. C. DAVIDSON.

THOUSANDS OF DRUNKARDS are made annually by the use of medicines called tonics and bitters, containing a large portion of rum and other kinds of spirits, (all of which should be labelled Destruction and Death.) Dr. Kennedy has put up the "Favorite Remedy" in the form of a Syrup, without one drop of spirits. Hence it may be given to persons of all ages, of either sex, who require a medicine to purify the blood, regulate the Liver Kidneys or bowels, or to give tone and strength to the system. Sold by all druggists at \$1.00 a bottle. 2125

THE PERUVIAN SYRUP has cured thousands who were suffering from Dyspepsia, Debility, Liver Complaint, Boils, Humors, Female Complaints, etc. Pamphlets free to any address. Seth W. Fowle & Sons, Boston. 1552

HAVE WISTER'S BALSAM OF WILD CHERRY always at hand. It cures Coughs, Colds, Bronchitis, Whooping Cough, Influenza, Croup, Consumption, and all Throat and Lung Complaints. 50 cents and \$1 per bottle. 1552

BORN.—In Phillips, Feb. 11th, to the wife of S. Warren Bates, a daughter.—Edith May.

## Sandy River Railroad Co. Annual Meeting

On Wednesday, March 16th, 1881, at Phillips.

NOTICE is hereby given that the annual meeting of the stockholders of the Sandy River Railroad Company, will be held at the town house, Phillips, on Wednesday, the 16th day of March, A. D. 1881, at ten o'clock in the forenoon, to act upon the following articles, viz.:

- 1st. To hear the report of the officers of the company, and act thereon.
- 2d. To make such alterations and amendments of the second, third, fifth, seventh and eighth by-laws, as may be considered best, on adoption of report of the committee on revision of same, presented at the adjourned annual meeting, March 31, 1880.
- 3d. To fix the number and make choice of a board of Directors for the ensuing year.
- 4th. To make such alterations of the third by-law, as to time of holding the annual meeting of the stockholders, as may be considered advisable.
- 5th. To see what action the Company will take in regard to certain unpaid claims, incurred with P. Mauey.

By order of the Directors.  
PHILLIP H. STUBBS, Clerk.  
February 17th, 1881. 3125

## JEWELRY!

SPECTICLES & EYE-GLASSES

Can be procured at No. 3 Beal Block Phillips. Also Silver Plated Table Ware, and some of the Best Clocks in the market. Prices to suit the times. Watches, CLOCKS, Jewelry, &c. REPAIRED, as usual. 251f

A. M. Greenwood.

## STORE TO RENT.

Front room of the Phonograph office—the best chance in town for a small business. APPLY AT THIS OFFICE

TEACHERS WANTED! \$65 to \$150 per month. Steady work all spring and summer. For particulars address 4125 J.C. McCURDY & Co., Phila. Pa.



## News of the Week.

Fire in East Boston Friday morning, damaged the table and desk factory of Bordwell, Anderson & Co., \$40,000; mostly insured.—Count Von Hatzfeldt, German ambassador at Constantinople, has consented to take the initiative in the Greek question.—Helen Corry, a well known female journalist, and sister of Joseph Medill, of the Chicago Tribune, died at Canton, Ohio, Thursday.—The shoddy mill of Richard T. Sullivan, at Newton Lower Falls, was damaged \$10,000 by fire Thursday evening.—Kirk Bros., iron masters, of Workington and Maryport, England, have failed. Liabilities \$1,500,000.—The Essex cotton mills at Bennington, Vt., H. C. Thayer & Co., of Boston, owners, were burned Friday morning. Loss \$35,000; insured, \$25,000.—A Chinaman has been naturalized in Chicago.—Ice carried away 60 feet of 22d street and 76 feet of 20th street piers and docks at New York. Sailing vessels passed through Hell Gate into the Sound Thursday without obstruction from the ice, for the first time in a month.—The press bill passed by the French deputies contains an amnesty clause applying to all convictions except for obscenity.—In consequence of the Russian advance on Herat by river and valley, Ayoo Khan has declared war against the Ameer and already has occupied Maimund.—Thirty-five houses were burned at Scottsboro, Ala., Thursday.—Henry Little has been nominated as postmaster at Auburn, Me.—The Havas agency at Paris denies a report of the recall of the French Consul General at Cairo.—Mrs. Anna L. Bishop, assistant postmistress at Gorham, N. H., is dead.—A civil service reform club has been formed in Boston. Among the vice presidents are Charles Francis Adams, Jr., James Freeman Clarke, William Endicott, Jr., George F. Hoar, Francis Parkman and Julius H. Seelye.—Six hundred laborers on the Welland Canal struck Monday.—Kellogg & McDougall's linseed oil works near Buffalo, were burned Monday. Loss \$78,000.—Lewis Richmond of Rhode Island, has been nominated to be Consul General at Rome.—It is reported that the French Cable Company is about to take legal steps against the telegraphic consolidation.—The wife of Wilson Powikes, colored, was found guilty at Petersburg, Va., of murder in the first degree and sentenced to be hanged for killing her husband.—Hayden, the wife murderer, has been informed of the decision of the court—that he must hang next Friday. He still maintains that he remembers nothing of the shooting.—The Chicago Times says the losses to the principal railroads by the recent snow blockades will more than cover their earnings for January and February.—Robert Wolf killed Alfred Cart at Danville, West Va., Saturday.—Miss Garnett, having been converted to Protestantism, was seized while walking in a Sabbath school procession by her brother and forcibly carried away at Hall, Ont.—The Socialist journal of Leipzig earnestly warns all indigent persons from emigrating to America, where it says things are very much worse than described.—The Spanish colonial minister has sent instructions to Cuba to suspend all pending political press trials, and to grant to newspapers the same liberties as are enjoyed in Spain.—A Vienna dispatch says: The marriage of the Crown Prince Rudolph and the Princess Stephanie of Belgium has been fixed for May next.—Fred Rollings of Rockport, while out gunning accidentally discharged his gun loaded with shot into his shoulder, and is dangerously wounded.—Mr. Frye and his friends appear to be anxious because Senator Blaine does not resign. They think that if he was absolutely certain of his nomination as Secretary of State he would not remain in the Senate. Mr. Frye's friends now understand that Mr. Blaine's resignation will be forwarded to Augusta to take effect on March 4, when Mr. Frye can be elected.—Senator Carpenter of Wisconsin, failing.—Forty persons were killed by avalanches which overwhelmed two Savoy villages.—It is believed among the best friends of Governor Foster of Ohio, that the portfolio of postmaster general awaits him.—There was a \$50,000 fire at Silver Cliff, Colorado, Sunday.

## THE RED MASK!

A Mocking Demon Stalking Abroad. All Danger from it averted by a Skillful Physician.

There are for many reasons, few diseases more to be dreaded than Erysipelas, and it has, not inaptly, been termed "St. Anthony's Fire." There is no disease which so completely deforms and disfigures the visage of the patient; and it may fairly be compared to a red mask thrown by a mocking demon over the human face. It is almost as dangerous as it is repulsive. Arising from a variety of causes, running its course with pain—it often ends suddenly in death. The old treatment consisted of blood-letting and the use of strong drastic purgatives. The substance of the enlightened modern treatment is all contained in Dr. Kennedy's "Favorite Remedy." Use this, and you have taken the essential total of all the best physicians in the land could prescribe for Erysipelas. A case in point. Mr. S. B. Carpenter, of Grandville, N. Y., writes that he had for some time been afflicted with this disease in both legs, and has regained his health by the sole use of "Favorite Remedy." Other cases might be cited, did space permit. "Favorite Remedy" is also sure in its action in all other diseases of the blood. Ask your druggists for it, or address the Proprietor, Dr. David Kennedy, Rondout, New York. 4124



Vitalizes and Enriches the Blood, Tones up the System, Makes the Weak Strong, Builds up the Broken-down, Invigorates the Brain, and

## —CURES—

Dyspepsia, Nervous Affections, General Debility, Neuralgia, Fever and Ague, Paralysis, Chronic Diarrhoea, Boils, Dropsy, Humors, Female Complaints, Liver Complaint, Remittent Fever, and

ALL DISEASES ORIGINATING IN A BAD STATE OF THE BLOOD, OR ACCOMPANIED BY DEBILITY OR A LOW STATE OF THE SYSTEM.

## PERUVIAN SYRUP

Supplies the blood with its Vital Principle, or Life Element, IRON, infusing Strength, Vigor and New Life into all parts of the system. BEING FREE FROM ALCOHOL, its energizing effects are not followed by corresponding reaction, but are permanent.

SETH W. FOWLE & SONS, Proprietors, 85 Harrison Avenue, Boston. Sold by all Druggists.

## Dr. B. M. Hardy, DENTIST,

Farmington, Me.

Office, 11 Main St. 1y34

## Water Power Free!

I HAVE a good water power for sawing box-boards, staves, and for making excelsior. It is located in the midst of an abundance of poplar and white birch, and I will give the power to anyone who will improve it. 15tf F. M. LUFKIN, West Phillips, Me.

## PHOTOCRAPHS!

THE undersigned, having taken the saloon owned by Mr. Guild, at the upper village, Phillips, will remain there for a short time, prepared to do all work in his line, in a satisfactory manner. See samples of work in the Post Office. 15tf N. S. HAWKES.

## KIDNEY-WORT

THE ONLY MEDICINE

IN EITHER LIQUID OR DRY FORM

That Acts at the Same Time on

The Liver,

The Bowels, and the Kidneys.

These great organs are the natural cleansers of the system. If they work well, health will be perfect; if they become clogged dreadful diseases are sure to follow with

## TERRIBLE SUFFERING

Biliousness, Headache, Dyspepsia, Jaundice, Constipation, Piles, Kidney Complaints, Gravel, Diabetes, Rheumatic Pains or Aches are developed because the blood is poisoned with the humors that should be expelled naturally.

## KIDNEY-WORT WILL RESTORE

the healthy action and all these destroying evils will be banished—neglect them and you will live but to suffer.

Thousands have been cured. Try it and you will add one more to the number. Take it and health will once more gladden your heart.

Why suffer longer from the torment of an aching back?

Why bear such distress from Constipation and Piles?

Kidney Wort will cure you. Try it at once and be satisfied. Your druggist has it. Price \$1.00.

It is put up in Dry Vegetable Form, in

tin cans one package of which makes six

quarts of medicine.

Also in Liquid Form, very Concentrated

for the convenience of those who cannot

readily prepare it. It acts with equal

efficiency in either form.

WELLS, RICHARDSON & CO., Prop'rs,

(Will send the dry post-paid.) BURLINGTON, VT.

## Annual Meeting.

THE members of the North Franklin Agricultural Society are hereby notified to meet at the Town House, in Phillips, on Wednesday, the second day of March, 1881, at ten o'clock in the forenoon, for the purpose of electing a President, Secretary, three Vice Presidents, Treasurer and Collector, and a board of five Trustees, for the ensuing year. Also to hear reports and allow accounts, and to transact any other business that may legally come before said meeting. Phillips, Feb. 15th, 1881. J. W. BUTTERFIELD, Secretary.

## FOR SALE.

STORE and Dwelling, situated in Weld S. Lower Village. Store on first floor, good tenement of 5 rooms above, finished throughout in hardwood. Good cellar under the whole; also shed and stable attached. Running water in the house. My stock of Tin and Hardware will be sold with or without the building. The above will be sold before the first of April, as I wish to make a change in business. For further particulars inquire of, or address F. L. ROLLINS, Weld, Feb. 1st, 1881. 22tf

J. C. WINTER, M. D.,

## PHYSICIAN &amp; SURGEON,

Phillips, Maine.

Residence at the old stand of Dr. Kimball Office in Beal Block.

B. T. PARKER,

Phillips, - - Maine.

## Watchmaker and Jeweler!

AND DEALER IN Watches & Clocks. Repairing Fine Watches a specialty. Over 25 years experience. Watch Cases polished without extra charge. 1y1

## State Normal School.

FARMINGTON, : : : : MAINE.

The Spring term will commence on Tuesday, Feb. 22. Pupils should be present, if possible, the first day, but in case of necessity will be received for a short time after. Tuition free. For further information address the Principal, 424 C. C. ROUNDS.

## WANTED!

1000 Clear Clapboards and 9000 Best Cedar Shingles, in exchange for a common Riding Carriage or Farm Wagon. N. W. Sewall,

Manufacturer of Light Running road and business Carriages. 3123

\$5 to \$20 per day at home. Samples worth \$5 free. Address STINSON & Co., Portland, Me. 1y25

## Look, Look! Look!

Do not be swindled by peddlers. I will sell the

IRON SIDE

## COOK STOVE

all the ware complete, for \$20. It is the same stove now being sold in this town by peddlers for \$30.00.

I have a Large Assortment of

## STOVES, TIN &amp; HARDWARE

IRON AND STEEL.

DOORS, SASH & BLINDS.

Carpets, Oilcloths.

Wooden Ware, and Agricultural Tools.

Wringers Repaired, All Kinds.

Agent For

## Davis SEWING Machine

And all kinds Machine Needles.

W. F. FULLER.

## Estate of William H. Moody.

FRANKLIN, ss: At a Court of Probate holden at Farmington, within and for the County of Franklin, on the first Tuesday of February, A. D. 1881.

Elias Field, Administrator, in the State of Maine, of the Estate of William H. Moody, late of Malden, in the State of Massachusetts, deceased, having presented his first account of administration of the estate of said deceased for allowance:

ORDERED, That said Administrator give notice to all persons interested, by causing a copy of this order to be published three weeks successively in the Phillips Phonograph, published at Phillips, that they may appear at a Probate Court to be held at Farmington, in said County, on the first Tuesday of March next, at ten of the clock in the forenoon, and show cause, if any they have, why the same should not be allowed.

SAM'L BELCHER, Judge. Attest, J. G. BROWN, Register. A true copy: Attest, J. G. Brown, Register.

The Relish of the World.

## HALFORD SAUCE!

4125 SOLD BY ALL GROCERS.

J. H. Thompson,

## Attorney at Law,

34tf KINGFIELD, ME.

## VEAL CALVES, MUTTON, Etc.

TO get the highest price for your VEAL CALVES, MUTTON SHEEP, and FAT LAMBS, address a postal card to 24tf S. G. HALEY, Phillips, Me.

## Apple Trees For Sale.

1,500 to 2,000 Seedling APPLE TREES for sale at from 5 to 10 cts. apiece. 25tf WM. H. HUNTER, South Strong.

\$72 A WEEK. \$12 a day at home easily made. Costly outfit free. Address 1y25 TREE & Co., Portland, Me.

ORGANS \$30 to \$1,000; 2 to 32 Stops. Address DANIEL F. BEATTY, Washington, N. J.







## Wit and Humor.

A true republic should be like a custard pie, without any upper crust.

You never find a baggage smasher fooling with an elephant's trunk.

Much as he loves roast beef, John Bull is continually getting into an Irish stew.

He came home tipsy again the other night and told his wife he had been sherry-nading.

The butcher complacently smacks his chops as he meets the demands of his customers.

A lady friend says that bachelors are like a batch of biscuits, good enough after they are mixed.

A Pennsylvania music teacher fell from a third story window, and found the pitch uncomfortably high.

The ordinary life of a locomotive is thirty years. Possibly it would live longer if it didn't smoke.

"That fellow is just like a telescope," said a dashing New York girl. "You can draw him out, see through him, and shut him up again."

A New York ice company has cut 500,000 tons of ice on the Hudson—the biggest cold feat on record—Boston Commercial Bulletin.

"Who inaugurated the fall campaign?" inquired a teacher in one of our public schools. "Adam," quickly responded a sharp youngster.

"Ho, all ye dyspeptics!" says a patent medicine advertisement. "If all the dyspeptics would hoe regularly their number would be reduced."

When a New York citizen falls down on the pavement and fractures his skull, the police at once take him to the station as a common drunk.

The Canadian weather prophet informs the world through the Oil City Derrick that no weather is genuine unless Venner's name is blown on the bottle.

The Baltimore Every Saturday commences an item with "An old woman died in the west end last week." It is supposed the result was just as fatal as if she had died all over.—Norristown Herald.

Two of the elephants wintering in Bridgeport were taken with chills, and four gallons of whisky were given each. An elephant with the chills is the best position in the country.—Danbury News.

A little girl living down town was saying her prayer the other evening, and had just finished "give us this day our daily bread," when a precocious four-year-old brother exclaimed, "Say tookies, Mamie!"

The trainer of the pedestrian Hughes claims to have got such good work out of his man by given him quantities of phosphorus. Hughes must have been a whole walking match himself then.—Turners Falls Reporter.

A young lady recently married read Mother Shipton's prophecy for the first time the other day. "Just my luck!" she exclaimed, throwing down the paper. "Here I am newly married, and now the world's coming to an end!"

A Galveston widow is about to marry her fifth husband. Her pastor rebuked her for contemplating matrimony so soon again. "Well, I just want you to understand, if the Lord keeps on taking them I will, too," was the spirited reply.

Somebody quotes: When a man begins to go down hill he finds everything greased for the occasion, says a philosopher, and the Philadelphia News thinks he might have added that when he tries to climb up he finds everything greased for occasion, too.

They went in and gently broke the news to her that her husband had been run over by the cars and one leg cut off. Her grief was terrible to witness. "Good heavens!" she cried, "he had his best new trousers on, and, of course, they're spoiled!"—Boston Post.

"Why should a red cow give white milk?" was the subject for discussion in a suburban agricultural club. After an hour's debate the secretary of the meeting was instructed to milk the cow and bring in a decision according to the merits of the milk. It was blue.—New Haven Register.

## HINKLEY, FULLER & CRAGIN

### MARKED DOWN

### LARGE STOCK

Ready Made

## CLOTHING

### Gent's Furnishings

## UNDERWEAR!

Call and see our goods and notice the bargains which we offer:

\$10.00	Overcoats	\$ 8.00
12.00		10.00
9.00		7.00
8.00		6.00

\$14.00	SUITS,	\$12.00
12.00		10.00
10.00		9.50
8.50		7.00

Overcoats,	\$2.50 to \$16.00
Men's Suits,	4.00 to 22.00
Coats,	2.50 to 15.00
Vests,	25 to 3.00
Pants,	35 to 5.00
Undershirts, knit,	25 to 2.00
Drawers, knit,	25 to 2.00

### Gloves, Mittens, Neckwear and HANDKERCHIEFS.

All kinds of Gent's Clothing marked down low, to make room for a Mammoth Stock of Spring Goods.

### A NEW STOCK OF WALL PAPER!

Just in and offered at prices with which no one can compete. Call and see for yourselves that our goods and the prices ARE WHAT WE REPRESENT.

## Hats & Caps

### Marked Way Down.

A Fine Stock of  
Perfumes & Toilet Articles.

### Drugs & Medicines

### SCHOOL BOOKS AND STATIONERY.

## Tailoring, A Specialty.

Hinkley,  
Fuller  
& Cragin.

# NOW IS YOUR TIME!

## ROOM PAPER, CURTAINS!

AND

## CURTAIN FIXTURES!

I have just opened the largest stock of ROOM PAPER ever in Phillips, and it shall be sold as low as any firm can sell the same goods. My Papers are all NEW STYLES, and as I have never before kept Room Paper, I have no old styles to show you. By looking here you will find the best variety to select from IN TOWN.

### Curtains and Curtain Fixtures.

A full line of Holland and Paper Curtains. Call and look at Goods and get Prices.

REMEMBER MY MOTTO:

"LOWER THAN THE LOWEST!"

—AND THAT—

## I SELL GOODS ONLY FOR CASH

## 500 Yards Fancy Dress Goods,

at 1-2 cents per yard. Regular price has been 12c.

## 1,000 Yds. of Prints, Remnants,

at 5 cents per yard.

## 500 Yards PK Remnants,

at 7 cents a yard; never sold less than 10 cents before.

## 1 JOB LOT FIGURED SATIN RIBBONS,

at 10 cents per yard; never sold for less than 20 cents before in Phillips.

## 500 Pairs Children's HOSE, COLORED,

at 5, 8 and 10c. per pair; never sold less than 10, 12 & 15c. before in Phillips.

I have just returned from the city and offer every thing in my stock at low prices. Call early and look at the great bargains offered, before they are sold.

B. F. HAYDEN, 2 Beal Block, Phillips.